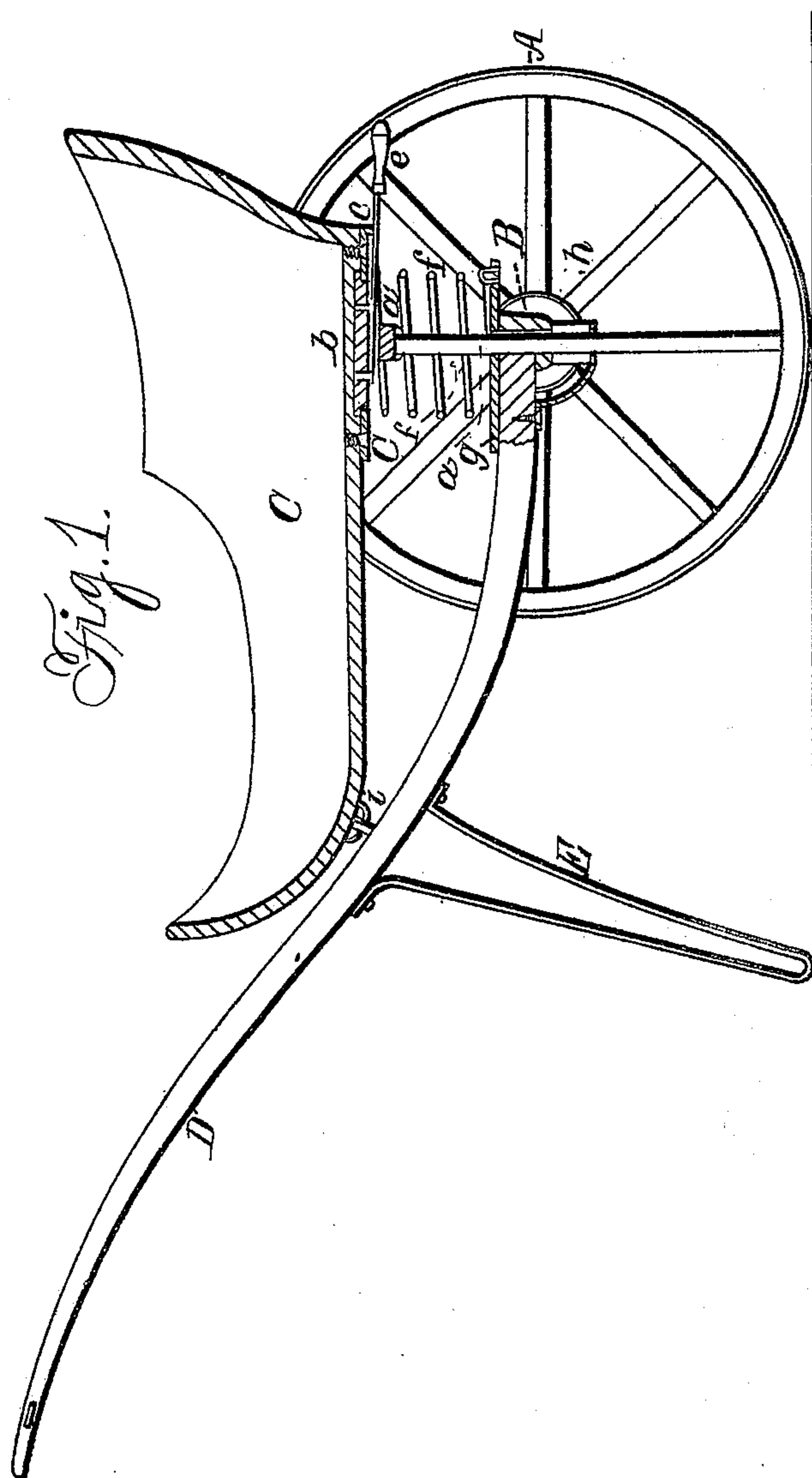


H. H. & J. W. PRINDLE.

### Children's Carriage.

No. 71,061

Patented Nov. 19. 1867



Witnesses:

*W. S. Campbell*  
*E. der. Schaefer*

*Inventors:*

Horace H. Pindle  
John W. Pindle

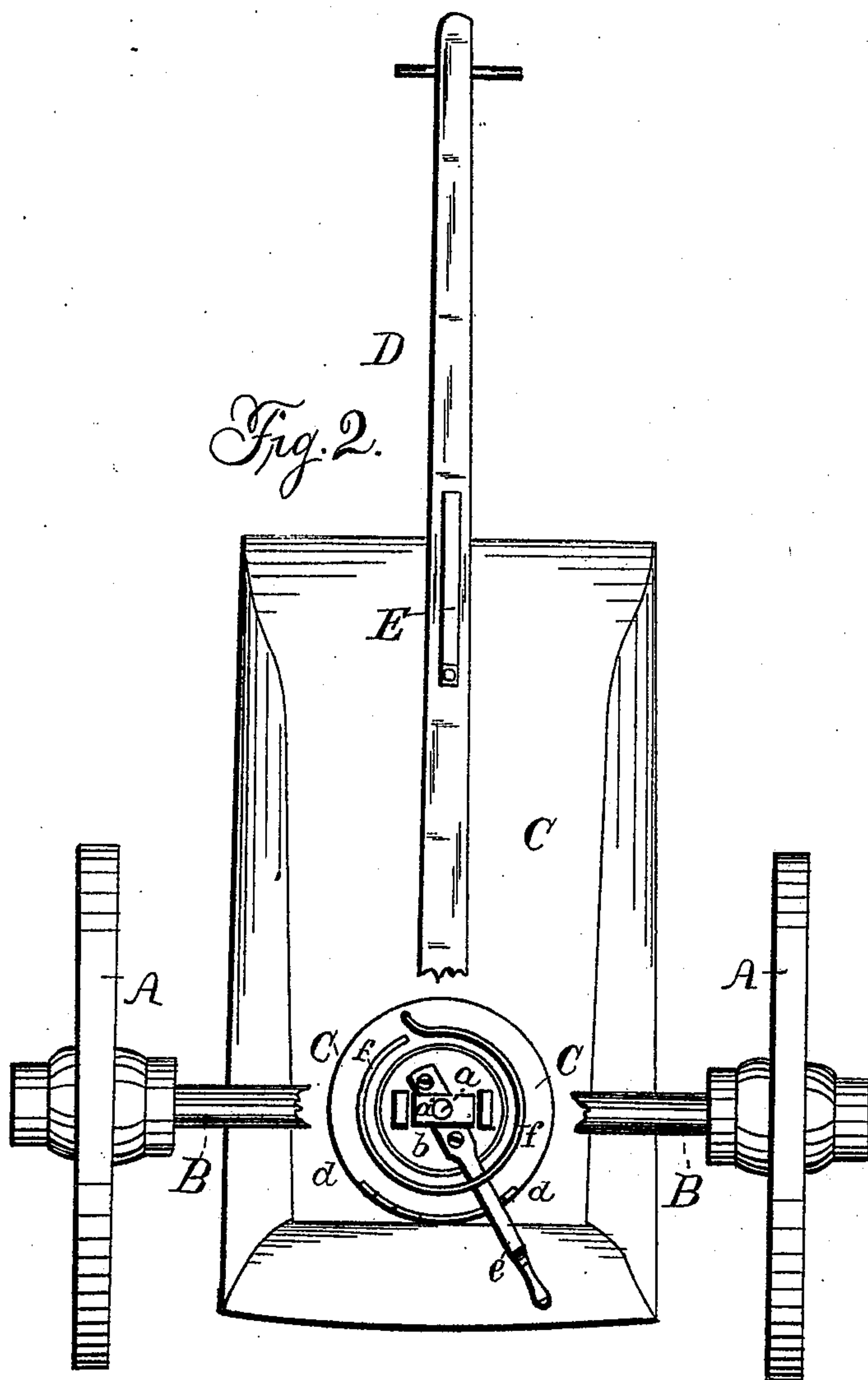
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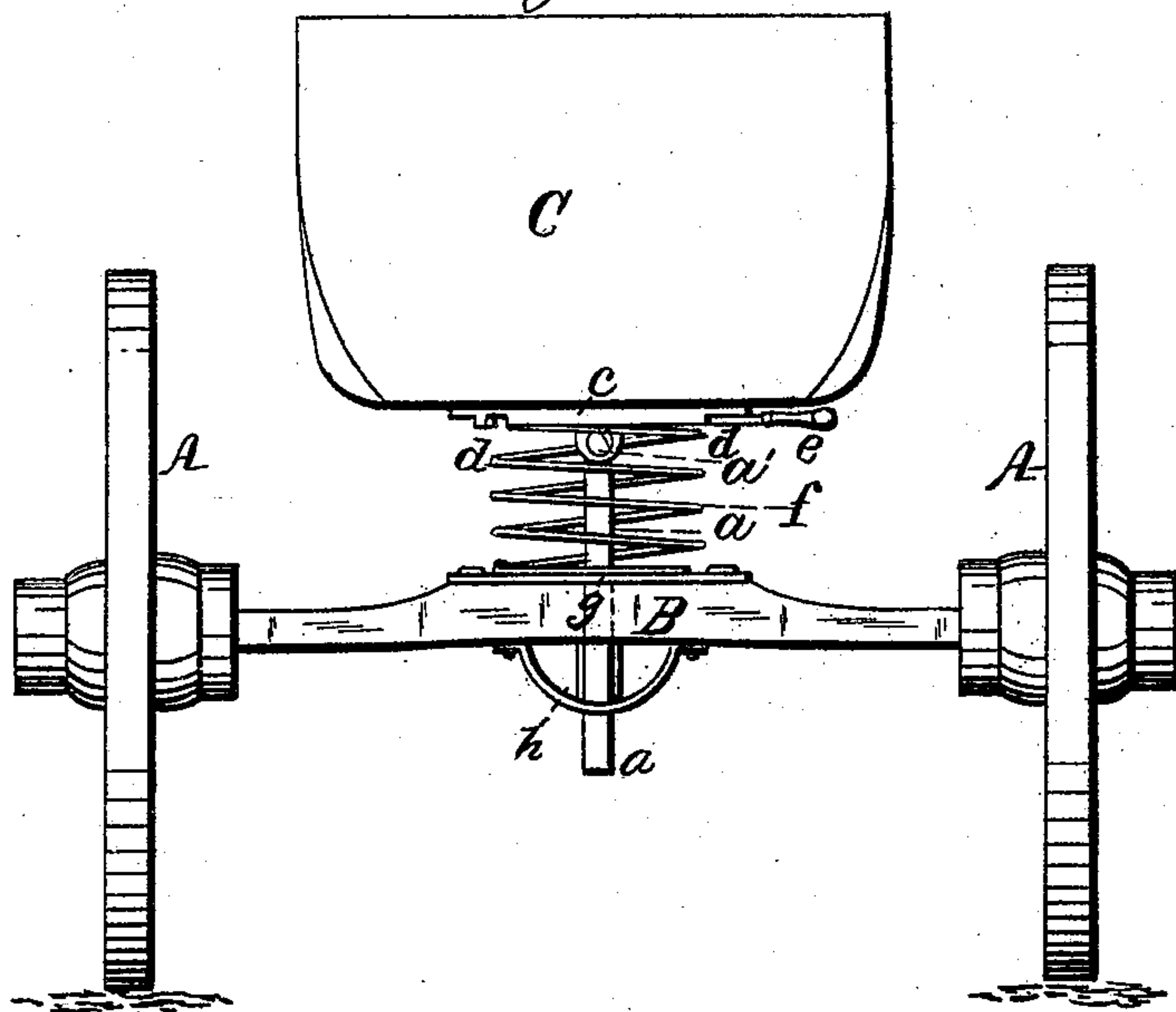
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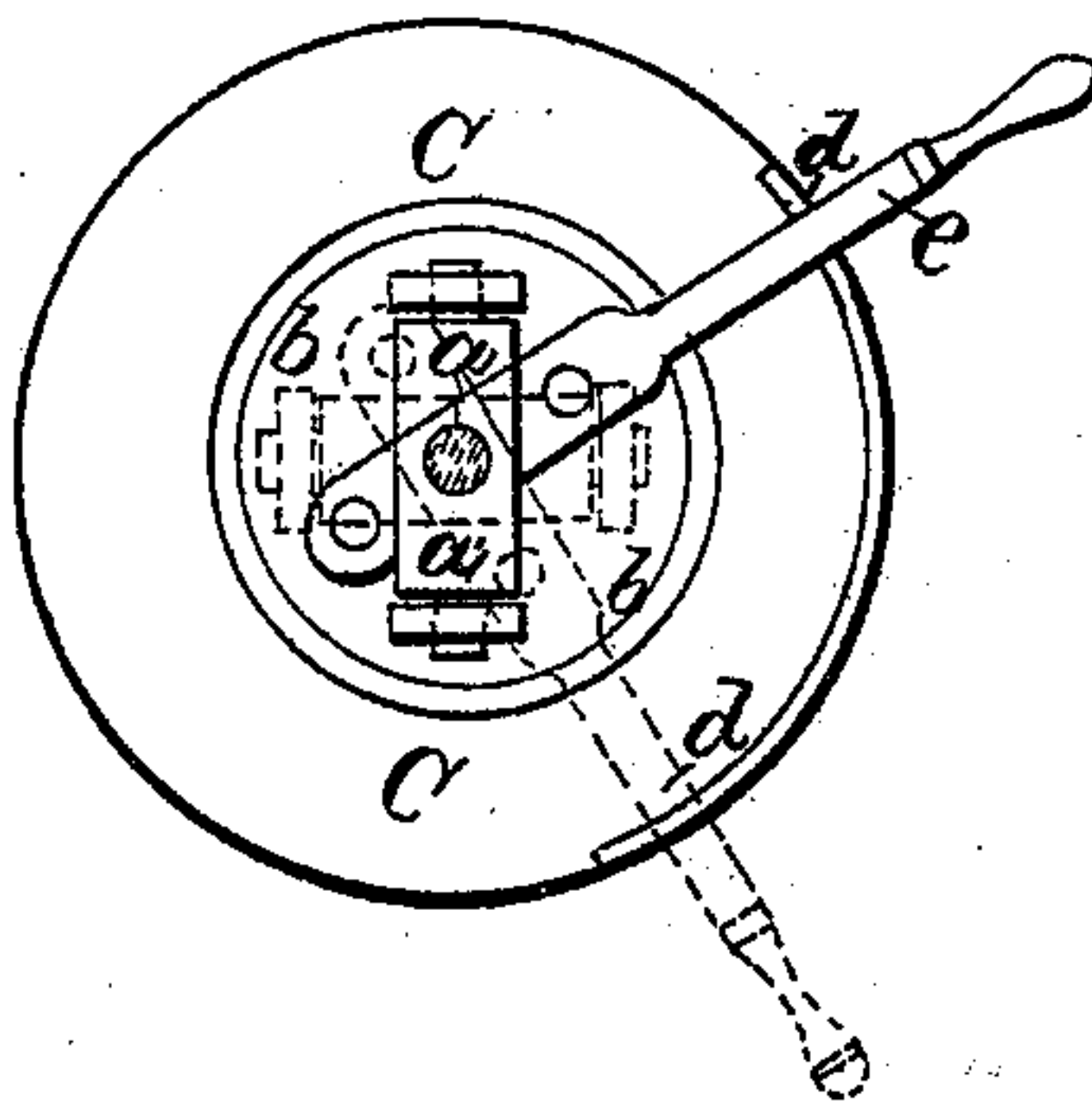
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*Fig 3.*



*Fig. 4.*



*Witnesses*  
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*Edw. Schaefer*

*Inventors.*  
*Horace H. Prindle.*  
*John W. Prindle.*



# United States Patent Office.

HORACE H. PRINDLE AND JOHN W. PRINDLE, OF SANDUSKY, OHIO.

*Letters Patent No. 71,061, dated November 19, 1867.*

## IMPROVEMENT IN CHILDREN'S CARRIAGE.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that we, HORACE H. PRINDLE and JOHN W. PRINDLE, of Sandusky, Erie county, State of Ohio, have invented a Combined Carriage and Cradle; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a longitudinal sectional view of the improved cradle and carriage.

Figure 2 is a bottom view of the same, with a portion of the axle broken away to show the parts above it.

Figure 3 is an elevation of the rear end of the carriage, with the hinged connection adjusted, so as to allow the carriage body to rock.

Figure 4 is a bottom view of the adjustable hinged connection, showing the hinge in two positions.

Similar letters of reference indicate corresponding parts in the several figures.

The object of this invention is so to construct a child's carriage that it will also serve the purpose of a cradle, by hinging the body of the carriage to the running-gear thereof in such manner that the body can be rocked laterally at pleasure, or secured firmly so that it will not rock, as will be hereinafter described.

To enable others skilled in the art to understand our invention, we will describe its construction and operation.

In the accompanying drawings, A A represent the carriage-wheels; B, the axle upon which they are applied; C, the carriage-box or body; and D, the curved tongue or handle by which the carriage is drawn. These parts, together with the leg or prop E, may be made in the usual well-known manner of constructing this class of carriages. The front part of the box or body C is hinged or jointed at *i* to the tongue D, in such manner as will allow the body to be rocked laterally, and also to allow the rear end of this body to rise and descend, or vibrate vertically. The rear part of the body C is supported upon a helical spring, *f*, upon the axle B, and steadied by means of a long pin, *a*, which passes vertically through a metal plate, *g*, upon axle B, through this axle, and also through a brace, *h*, as clearly shown in figs. 1 and 3. The holes through which pin *a* passes are made large enough to allow the pin to play up and down freely, and thus allow the carriage body to rise and descend easily upon its spring, *f*. The upper end of pin *a* has a horizontal head, *a'*, secured to it, the extremities of which are rounded, and inserted into ears which project from a disk, *b*. The cross-head *a'* is thus allowed to rise and fall with its pin and the carriage body, and it forms a jointed connection of the carriage body with said pin, which joint will allow the body C to rock laterally when its axis is in a line with the tongue D and joint at *i*, as shown in fig. 3, and in red lines in fig. 4; but when the joint *a'* is in a line with the axle, as shown in figs. 1, 2, and 4, in black lines, the carriage body cannot be vibrated or rocked laterally, though its rear end is free to vibrate vertically. The disk *b*, to which the cross-head *a'* is pivoted, is held in place upon the bottom of the body C by means of a ring, *e*, which is secured rigidly to this body, thereby allowing said disk to be turned around about its axis. To this disk a spring-handle, *e*, is secured, which projects backward, and serves as a convenient means for adjusting the disk and jointed cross-head in either of the two positions shown in fig. 4. When handle *e* is in the notch *d* of plate *c*, as indicated in black lines, fig. 4, the parts are adjusted for use as a carriage, and when the handle *e* is in the position indicated in red lines, fig. 4, the parts can be used as a cradle. When the joint *a'* is adjusted so as to allow the body C to be rocked laterally, the large helical spring *f* will sustain the body in a horizontal position, and prevent it from tilting over too much.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. Attaching the body of the carriage to the running-gear by means of joints, one of which is adjustable, and so applied that the carriage can be converted into a cradle, substantially as described.
2. The combination of the spring *f*, or its equivalent, with an adjustable joint *a'*, and front joint *i*, substantially as and for the purposes described.

HORACE H. PRINDLE,  
JOHN W. PRINDLE.

Witnesses:

E. M. COLVER,  
SAMUEL WILSON